

**Maryland State Highway Administration
Americans with Disabilities Act of 1990
Policy Regarding Installation of Accessible Pedestrian Signals (APS)**

A. Purpose:

This policy is intended to ensure Accessible Pedestrian Signals (APS) that meets the program accessibility and mobility needs of blind or low-vision pedestrians in a non-discriminatory manner consistent with the intent and/or requirements of the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.

B. Policy:

The State Highway Administration (SHA) strongly endorses the intent and the provisions of the Americans with Disabilities Act of 1991 and Sec. 504 of the Rehabilitation Act of 1973. Our highway transportation planning and construction programs reflect this strong commitment. Even though the ADA/Sec. 504 does not currently require APS (accessible pedestrian signals), as part of our commitment, we have undertaken a program for the implementation of APS for our walking customers who may be visually impaired. This APS program is an important part of our broader agency wide policy to provide full access and mobility for people with disabilities.

We recognize the importance of providing all pedestrians with equal accommodation with regard to their movements at intersections. As a result, SHA intends to place APS at those signalized intersections having specific pedestrian signal indications. SHA intends to continue to advance the state-of-the-art to the next level of ADA enhancements, and the incorporation of APS is such an effort.

SHA intends to install APS under one of two programs: project-programmed installations and requested installations. This two-pronged approach should provide for the installation of APS at virtually all signals on the state system that have or will have pedestrian indications within 10 years.

Project-Programmed Installations

- SHA will install APS and associated accessible features at all new and existing signals with pedestrian indications where new construction, major reconstruction and other alteration work is being done, as work is programmed for design, construction or maintenance.
- All new and major reconstructed signals without pedestrian indications will be designed to permit efficient and economical inclusion of pedestrian indications and APS at a later date.

Requested Installations

- Until the U.S. Access Board issues their final rule making, the Maryland State Highway Administration will prioritize and install APS at existing signals with pedestrian indications upon request after evaluation based on the criteria and priority rating system developed by the SHA APS Committee. This process will insure that those intersections with the highest priority will be installed first.
 1. APS will be installed at existing signals having pedestrian indications based on priority ranking.
 2. Factors involved in prioritization include: complex intersections, masking of traffic noise, complex signal phasing, areas of major pedestrian activity, request by visually impaired and presence of pedestrian indications are to be considered in determining the priority of APS installation. These factors indicate the visually impaired will have difficulty crossing intersections. In addition, SHA will consider: known presence of disabled population; access to public facilities and places of public accommodation; and the existence of accessible features. Review and installation will start with the metropolitan counties or those with the significantly high populations and proceed to the more rural areas within each of SHA's seven engineering districts. The SHA APS Workbook, dated March 13, 2001, is to be used to develop a rating for determining priority.

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